

Off-Season Work

This off-season, there has been some extensive work done in a few boat camps. Some have made some much needed repairs as others have completely revamped their hydroplanes all-together.



Starting off in the Courtway camp, the beautiful Budweiser has had its deck chopped apart in order to do some repairs and upgrading to the skidfin area of the hull.

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It's A Girl!

Congratulations to the Brandt family as they welcome a new member to their family - and R/CU!



At about 1:00 pm on Monday February,

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Special thanks goes out to Chet 'The Jet' Lepinski for securing 2008 sponsorship for R/C Unlimiteds from the Oberto Sausage Co. This will mark the 6th year that

the Oberto Sausage Company has been a sponsor for R/C Unlimiteds. Once again the racing season will be called the Oh Boy! Oberto Championship Series! ■

4th Brenda and Dave became proud parents of a little (4 lb. 1oz) baby girl.



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Off-Season Work cont.

Scott Meyers has been busy this off-season tearing Dave Brant's PICO apart!



Can we hear some cheers?

Scott actually converted Dave's backup PICO into the 1999 PICO (snorkle) hydroplane. Reports from the first race indicate that this will be a tough boat to beat, especially with Dave at the wheel.



Other work in the Brandt camp includes Bill's newly reworked '94 Oh Boy! Oberto.



Bill acquired the '94 Oberto hull from Rich Matkin, and yes it's another Nachtweigh hull, so be prepared to deal with another fast boat out there on the course. ■

Club Preparations

We would like to thank again all those involved with helping our club prepare for this 2008 season!



With the dedicated help of Scott Meyers, (rookie) Brian Larsen, Randy Gosseen, Earl Schenk, Chet Lepinski and Brian Lepinski the club trailer was cleaned in a short amount of time. Next time there is an opportunity to volunteer for the club, please take the opportunity to pitch in. It is by the actions of club volunteers that we all get to race! Thanks to you great guys, the entire club can enjoy each race a little more since it will be much easier and quicker to get club equipment to and from our trailer without all the clutter to get in our way.

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It's A Girl! cont.

Brenda had been in Kennewick General for six days before she had a C-section on Tuesday the 4th. What a trooper! *"Brenda and baby are doing well. Dave - we are not so sure of."* Grandpa Bill is so proud and looks like he just won the World Cup of R/CU racing. We wish the Brandt's well and let's see how much sleep Dave gets. ■

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Club Preparations cont.

The 2008 R/C Unlimiteds / Oh Boy! Ober-to Championship Series plaques have been ordered. The first 25 racers who make seven races will get one FREE!



Again this year the club will be giving a big plaque to the drivers that go to seven races. These are the ones that you can put your little plates on that you get at the race. If you attend less than seven races and would like to purchase a plaque to put your race plates on, contact Chet Lepinski. The cost of the plaques are \$25.00. For those who would like, Chet will have the place that makes the plaques take off the "2008" on the plaque. That way you can use it for plates from multiple years.

To get your plaque, make the check for \$25 out to R/CU and mail to Chet Lepinski, 172 Tamarisk Lane, Richland, WA 99352.

Chet and Brian Lepinski got some new speaker stands for the club that not only look a whole lot better, but are a heck of a lot lighter than our old rusty ones!



As you may be able to see in this photo, Chet is actually able to hold both of the new speaker stands with one finger each. The old rusty and HEAVY speaker stands are leaning up against the house in the background. Thanks a lot you guys! ■

Atomic Cup REPORT

Marc's Race Report

The 2008 R/CU Ober-to Championship Series Launches In Kennewick.

In an effort to keep our membership- and the good folks who do not live here but nonetheless come to check out the best in scale boat racing- we are going to try something new this year: a web based race report. Hopefully this will entertain those who raced at the event as well as those who could not make it. The stats for the race and the results are posted elsewhere on our website, so what I intend to do here is simply to offer my perspective as a racer. I will only *attempt* objectivity. I make no promises.

For many of us, Spring truly arrives with the smell of burnt nitro lingering in your nostrils. From my perspective, this is deep truth. So, without further fanfare, R/CU welcomed Spring with the Atomic Cup,

run on Two Rivers Park lagoon, in Kennewick, Washington. R/CU lived up to its' enviable reputation as the premier scale racing organization hosting a two day event that turned out to be a barn burner, loaded with plenty of surprises.

The first surprise came even before we all gathered on the banks of the Columbia River. Dave Brandt and Bill Brandt were testing two new boats. The pre-race hype suggested that they were going to be so fast that the rest of the fleet might be wise to just stay home for the season. In fact, the Brandts had done something unprecedented and rather noble: they retired their lightening fast PICO and Notre Dame hulls in favor of developing new ones. Dave converted his backup PICO hull into the ultra low profile 'snorkel nose' version which just looks plain badass on the water. Bill purchased an Oberto hull from Rich Matkin to race this season. Both are Russ Nachweigh hulls so you know that they are going to be faster than a greased laser beam crazy glued to the backside of a hungry cheetah.

But this noble gesture came at a steep price for the Brandts at the Atomic Cup. Dave lost radio contact with his boat on Saturday and it ran, full tilt, into the thick underbrush lining the banks of the lagoon. It was badly damaged and we all thought that she was done for the weekend.



But on Sunday morning, the snorkel nose PICO was back, sporting wet paint over her repairs. Dave pulled an all-nighter

getting her ready to race. As we all know, you cannot stop Dave Brandt from throwing everything he has at a setback. During warmups for Sunday's race, the PICO looked very quick once again. But 'new-boatitis' plagued Dave and Bill all day long as they both struggled to overcome adversity. In the end, it was Brenda Brandt, driving the venerable Squire Shop to uphold the family reputation, which she did in spades!

Don Mock was back in the race too, after a one year layoff. His chops have not diminished a bit as he overcame a first round DNF to post three heat wins, squeaking him into the winner take all final heat. It isn't easy to overcome a first round DNF in a field this fast. But Don did it in style with his 84 Atlas Van Lines and came close to winning the whole thing.

It seemed like many folks brought faster or improved boats to this first race. Randy Gosseen slapped a green head into his checkerboard Bardahl and it picked up some speed and better turning capabilities. Roger Newton brought a very good ride in his brand new Spirit of Detroit.



Monte Hopkins had his 68 Eagle Electric moving at a very good pace. Bob Hulliger's repaired Miss Elam also looked to be fast and quirk-free. And David Newton had his 7-11 carving turns like a Thanksgiving ham. Gary Jensen was rumored to have a new Hallmark Homes in the works, but showed up with his ride from last year. It too seemed to have gained some

speed. Brenda Brandt had a bucket full of new boat speed in her venerable Squire shop.

For our out of area readers, the Two Rivers Park lagoon, with the opening out to the Columbia River on the left, is an excellent race site. But for this race day, imagine a gusting breeze of between 5 and 17 mph, blowing almost straight out from the scaffolding onto the lake. Down the backstretch, you didn't ever know what kind of gust you were going to run into, so we all had to set our boats up with some pressure on the ride pads. Problem is, the bank and the scaffolding sheltered the front stretch, where you were not going to blow over and really could haul buns. So most everybody also pounded a little down the front stretch. Making the compromise work was the key to success today. That and, of course, the grace of God.

But the speed was way up there anyway. This seemed like a particularly hard fought race where nobody was all that interested in rolling over and playing dead. There certainly was some hard and good racing out there on the lagoon. It looked like a mid-season event to me as I counted only three buoy cut penalties during the entire race and nobody took their boat home in pieces.

I rolled the dice several times and it just came out good almost every time for me. In the fourth heat, I was going after Scott Meyers for first, but I was not going to get him unless he screwed up, so I was playing the old pressure gambit. On the last lap, going down the backstretch, I saw the tightly rippled water just as I hit the patch and watched the bow began to lift, ever so slowly. Another gust of wind, approximately equivalent to a hummingbird flap, and I would have been a gonner. Instead the ride pads hovered, floated for 30 feet or so at full tilt speed, and settled gently back down onto the water. You needed a

few breaks like that to have a successful Atomic Cup this year. Only the lucky few caught such breaks.

In the preliminary heats most of the new boats and perennial favorites found themselves behind the eight ball. Don Mock got pinched in turn one and began his day with a DNF. Bill Brandt also got pinched and, later, lost his radio and therefore DNF'd twice. David Newton went dead in the mill during one of his heats. Suddenly, the door to the final heat swung open for those of us who put together four decent heat finishes. I can't remember a final heat where Dave, Dave, and Bill did not earn a slot outright. It is almost unthinkable that Bill Brandt would be in a second connie. Chalk it up to newboatitis, but we aren't likely to see it again anytime soon.

The day began with the awarding of the Best of Scale trophy to Geoffry Grembowski, who unveiled his beautiful new U-5 Appian Jeronimo. It is an absolutely stunning example of scale modeling.



From there, the throwdown began in earnest! Though the gusty winds kept everyone a bit tense down the backstretch, the heat races were not conservative affairs. There was plenty of deck to deck racing and a few drag races to the finish line. Thanks to the efforts of Chet Lepinski, the publicity for our race was effective,

drawing a good crowd of spectators to our race. As a racer, it was extra fun to hear them cheering favorites (and blowovers) from the banks.

By the time that the connies rolled around, some head scratching was in order. A number of the pre-race favorites were in the second connie, including Dave Brandt, David Newton, and Brenda Brandt. This was a connie to be avoided at all costs! But right from the start, Brenda took control and just walked away from the field. great driving and excellent boat speed are hard to overcome. In the end, somebody has to win the darned race. And on Sunday, it was Scott Meyers who got it done in the final. Scott put together a solid day and, running from lane one, took control of the final and never looked back.



Don Mock took a run at him, but rolled in turn three. Sunday was Scotts day, period. Jeff Heimkes put together another smart race and rolled to a second place finish. I got lucky and overtook Greg Ross and the Risleys down the front stretch to the line for third place.

A special thanks is due to our excellent CDs- Brian and Chet Lepinski. They organized an excellent season opener, even donating ten (Oberto) pepperoni pizzas for our testing day lunch. Bravo, guys- and many thanks! ■

Letter from the Editor

Being that this is our first newsletter in a while, there are bound to be some growing pains.

If you have some suggestions or stories you would like to contribute, feel free to send them in to: editor@rcunlimiteds.org

Expect some changes to occur as suggestions are sent in. One note of warning though, not all suggestions will be able to make it into the upcoming letters. Please don't take offense to this if that becomes the case for you. It's just simply impossible to make everyone happy. In addition to that, there is not a limitless amount of time that can be spent to add everyones changes or ideas.

If this newsletter hasn't rocked your socks off, then you probably didn't have any on to start with! ■

Upcoming Events

April 19-20 Ellensburg, WA
Bill Muncey Memorial

May 3-4 Rock Island, WA
Rock Is. Small Pond
Apple Blossom Regatta

May 17-18 Marysville, WA
Twin Lakes Park
Dean Chenoweth Memorial

June 1 Ellensburg, WA
Bernie Little Memorial
(Triple Crown Points)

June 14-15 Tacoma, WA
Lake Waughop
President's Cup

June 28-29 Longview, WA
Lake Sacajawea
Rose Cup